

4.10 CITY RESPONSES

The Appendix contains the following documents:

November 20, 1998	City of Seattle Strategic Planning Office
November 24, 1998	Letter from NDNPE to Seattle City Attorney
December 9, 1998	Seattle City Attorney's Response
December 9, 1998	Seattle Planning Commission
February 8, 1999	City of Seattle Strategic Planning Office

City of Seattle Strategic Planning Office



Lizanne Lyons, Director
Paul Schell, Mayor

To: North District Neighborhoods' Planning Group and Interested Citizens
From: Tom Hauger, Interim Assistant Director
Date: November 20, 1998
Subject: Preliminary City Response to the North District Neighborhoods 2nd Draft Approval and Adoption Matrix

This memorandum provides a preliminary and incomplete City response to the North District Neighborhoods' Plan. The City's response will consist of three levels: 1) Those actions which the City can commit to implementing will be highlighted. 2) Those recommendations which need additional funding and prioritization before the City can begin to implement them. 3) Issues or questions arising from any North District Neighborhoods recommendations. The responses below follow the North Districts* neighborhood plan recommendations in the matrix. The reference to the proposed neighborhood activity is shown in parentheses.

The City supports the overall goals of the North Districts Neighborhoods' plan. Many of the recommendations are complex, interrelated recommendations that will require the coordination of many different groups and will be implemented over many years. Other recommendations are relatively independent and may be implemented as funding and/or staffing is identified.

Streets, Pedestrians & Bicycle Ways

1. Steep slopes make access to the Burke-Gilman Trail difficult between NE 105th St. and NE 145th Street. The City would like to work with the community to find appropriate connections. If specific locations have been identified as potential access points, SEATR will assess the viability of those locations.

Improvements at 105th appear to have potential, but will require further analysis before feasibility can be affirmed. Some of the issues are: Impact on stability of slope, cost, loss of green space, access from community, etc. The recommendation also does not make it clear what kind of access is desired – simple staircase or full ramp to facilitate wheeled access to trail. A full ramp would eat up a lot of the slope to make it an acceptable grade. (Page 6, and 2)

2. The issue about improvements to NE 105th is not classification of the street, but what kind of improvements would enhance bicycle and pedestrian use. The first problem is that there are major gaps in NE 105th – west from Fischer Place to Lake City Way, and from Lake City Way to NE 105th. Each of these involves a significant elevation change, and would require a structure meeting ADA specifications if the goal is to complete non-motorized access. T1

would be very expensive. At this point **SEATRAN** is not even sure if space exists for landings, especially at the west side of Lake City Way where NE 105th Street begins again. There is also a substantial grade change on NE 105th Street where it splits from NE 104th and heads up to Sand Point Way, and then several steep blocks down to the **Burke-Gilman** Trail. Even if the improvements were made west of Fischer Place to re-connect NE 105th, access to the **Burke-Gilman** Trail for bicyclists will never be that attractive because of the steep hills east of NE 104th. From a pedestrian standpoint, the main problem is a lack of sidewalks or walkways. (Page 6, 3)

3. The City tries to separate-pedestrian and bicycle ways from vehicular traffic and parking and improve the distinction between pedestrian spaces and vehicular space whenever possible.

When possible, **SEATRAN** tries to identify non-arterial routes for bicyclists. The North

4. District's Neighborhoods currently have a good mix of arterial and non-arterial routes. However, the fact that many residential streets are discontinuous due to the topography means the use of arterial streets for through bike routes is unavoidable. In addition, **non-arterials** generally do not have signalized crossings at major arterials, limiting their usefulness as through routes. **SEATRAN** will continue to look for opportunities to stripe bike lanes on arterial streets. Lane markings – whether bike lanes or ordinary traffic lanes – are only in a very rare circumstances painted on non-arterial streets. (Page 6.4; Page 7, 3)

4. The City has reviewed a 1998 Neighborhood Street Fund (NSF) proposal for a proposed drive-by postal drop at 120th and 30th Avenue NE. **SEATRAN** supports the concept of a drive-by postal drop and has agreed to a westbound drive through which could be designed to accommodate two vehicles at a time. An eastbound drive through on the north side of the street will not work. The next step is to identify funding for design and construction. (Page 7, 2)
5. The proposed Key Pedestrian Streets along NE 130th Street and 30th and 33rd Avenues NE will be designated. The next step in implementing the recommended improvements is to develop a vision for future improvements and begin preliminary engineering designs. SPU will evaluate this section of 30th NE for spot drainage improvements. A 60" storm drain and detention basin has been installed along 33rd Ave. NE between 123rd and 130th. (Page 7.4 and 5)
6. Work has been done to propose additional sidewalk and drainage options to be included in the Street Design Manual. **SEATRAN**, however, has not yet been funded to revise the Street Design Manual. This is an issue for Council. SPU has agreed to consult with **SEATRAN** in developing additional options related to environmental concerns recommended in your Plan. (Page 8, 2)
7. It is not clear what a "Pedestrian/Bicycle Residential Street" designation would bring to the menu of street designations. Please be more specific about how the neighborhood envisions this designation being used. A description of how the Pedestrian/Bicycle Residential Street would differ from other designations, such as Urban Trails, Green Streets or inclusion on the City's bicycle map. (Page 8, 3)
8. **SEATRAN's** Street Use division will work **with** the community on the siting of directional signs to community resources. The Neighborhood Matching Fund has been used for similar

activities in other neighborhoods. There is currently a community wayfinding program underway in Downtown Seattle. Information from that project may be useful in **designing** and siting signs that are helpful and do not contribute to visual clutter. (Page 8, 4)

9. It is not clear what the Neighborhoods are asking for when they say: "Extend the process to neighborhood decision-making and review in evaluating the types of traffic calming and pedestrian safety improvements proposed for local neighborhoods." Are you looking for additional notice of improvements, expanded petition areas when improvements are proposed, or future work with **SEATRAN** on neighborhood-wide traffic calming projects discussed elsewhere? It is clear that **SEATRAN** does not have staffing to support **extensive** of their work with neighborhoods, so perhaps this is an issue for City Council. (Page 9, 4)
10. City departments will make **sure** that the street classifications map and other City maps are up to date citywide and reflect current street designations and redeveloped street segments. (Page 10, 1 and 2)
11. More information about specific problems along **145th** will be needed before **SEATRAN** is able to make improvements. (Page 10, 3)
12. The installation of two-way left turn lanes where appropriate is **SEATRAN's** current practice. (Page 10, 4)
13. The Neighborhood Street Fund is a good source of funding for traffic calming 'gateways.' The community should identify specific appropriate locations. (Page 10, 5)
14. **SEATRAN** needs to see the neighborhood bicycle plan before they can respond to recommendations for striped bikeways. Their standard practice is to look for opportunities for bike lanes on arterial streets. (Page 11, 2)
15. The installation of bicycle ramps along stairs seems appropriate as public stairs are built as existing stairs are reconstructed. **SEATRAN** will explore making this a policy addition to developing stairways. Experience in **other** places suggests that bicyclists do not **necessarily** prefer these ramps – it has been said that it can be hard to control the bicycle when going down the stairway. Nevertheless, **SEATRAN** will evaluate this option if new stairways are planned. Retrofitting older stairways may be difficult and costly and will have to be looked at on a case-by-case basis. (Page 11, 4)
16. The City supports the inclusion of bicycle facilities at transit stops. This recommendation will be forward to Metro, Sound Transit and the Elevated Transit Company. (Page 11, 5)
17. **SEATRAN** and SPO will bring the North District Neighborhoods' bus recommendations to Metro and work with them when appropriate. (Page 12, 1-5)
18. The Lake City Multi-modal process is the most appropriate venue for exploring restricted turn lanes at intersections and center aisle turn lane improvements along Lake City Way. City and County have contributed funding for pedestrian and transit improvements which to begin shortly. The State has not yet found funding for their section of the project, which would include speed and safety improvements. (Page 12, 6; Page 13, 1-2)
19. Pedestrian improvements along Lake City Way will be considered as part of the Lake City Way Multi-Modal project, to begin shortly.

20. SEATTRAN will look at making changes to the left-turning signal at Erickson Place. (Page 13.4)
21. Lake City Way is on the Seattle Bicycling Guide Map only between 137th and 145th. This section of the bike route provides important connections to areas north of Seattle. Lake City Way between 137th and 145th Streets is on the bicycling guide map because **this** is the only location where there is a signalized crossing of NE 145th. It is also a section of Lake City Way that has lower motor vehicle volumes than areas along Lake City Way south of 137th. In addition, Lake City Way becomes Bothell Way; which has a shoulder and is a major King County bike route that links up with the Burke-Gilman Trail. Lake City Way is simply the best available link to the County as unfortunately there is not good alternative route. However, if alternative routes that provide the same connections can be-identified, SEATTRAN will consider removing Lake City Way from the map. (Page 14.3)
22. If property acquisition emerges as a possible drainage/flooding solution, property acquisition to improve fish passage will be evaluated against other solutions, taking into consideration various cooperative approaches to managing habitat. (Page 15, 1)
23. Please identify specific concerns at Lake City Way/Northgate Way and 24th Avenue NE. WSDOT has been contacted about this location and are aware of some concerns. (Page 15, 2)
24. Fish passage improvements are being installed in culverts at 100th and 120th under Lake City Way. The culvert at 130th St is in good condition and there are no plans for a project at that location. (Page 15, 6)

Civic Core Public Facilities

1. The City's Executive Services Department has been working with the Planning Group to develop City development alternatives in the spirit of the Civic Core proposal. Since the Library Bond Issue is now a reality, plans to expand the Lake City Library, construct additional space for the Lake City Little City Hall (and potentially future Library expansion), develop parking for these facilities and the Lake City Community Center, and redevelop Davis Park to include a plaza and more active recreational opportunities are underway. E.S.D. has been exploring potential property acquisition on the block that includes the Lake City Library and Community Center. The current goal is to try to obtain property control--on--one or more of the several-lots at the north end of **the block**. Actual design of the Lake City Library extension, including **the Little City Hall** space, will be conducted through a Seattle Public Library design process in conjunction with the **Department of Parks and Recreation (DOPAR) and local groups and citizens**. **We anticipate** that design work will begin next year. Acquisition of additional property will depend upon raising additional funds. We anticipate that the Mayor and City Council will be seeking additional funds to support Neighborhood Planning projects during the next year and that property acquisition to support Phase I of the Civic Core project could be eligible for these funds.
2. Renovation or building of a new Fire Station (#39) is on the City's agenda. The decision about when and how to do this will be made next year after the City has completed a citywide review of Fire facilities and response times.

3. The City-owned parking area west of the Fire Station will be used for short-term public parking and construction Staging during the next few years. Once construction has been completed on the block including the Library and Community Center, and the Fire Station has been rebuilt or restored, the City may consider surplusing this property.
4. We recommend that the Neighborhood Planning group consider developing a concept plan for the potential Green Street proposed along 28th NE as a part of the design work for the Library extension. It might be appropriate to extend this concept plan to include the segment of 127th between 30th and 28th. It is helpful to the City to know precisely what you would like to have happen. Neighborhood Matching Funds could be used to support developing concept plan.
5. 127th between Lake City Way and 28th drainage for sidewalks. SPU provided the drainage work in conjunction with SEATRAIN improvements, and will do the same if they extend sidewalks.8U

Early Implementation Funds

City Council has made \$50,000 available to Neighborhood Planning groups as a “down payment” on implementation of their plans. The North Neighborhoods Planning Effort has proposed that this funding be made available to assist the City in gaining options on property in the block where the Lake City Library and Community Center are located to facilitate speedy work to provide for the Civic Core proposal. The City has been asked to review actual spending of the funds with the Planning Committee. (The City does not have allocated funds to pursue options at this time and would have to wait for such an allocation which might prevent timely work to move forward with the Civic Core proposal.) The City is already exploring options and, if the use of Early Implementation Funds is validated, will proceed and report to the Planning Committee.

Natural Systems and Open Space

1. Evaluating natural systems conditions and identifying mitigation to address deficiencies is being accomplished through developing the Thornton Creek Action Plan. (P. 12, 2)
2. No current funding is allocated to create and implement education/stewardship programs. SPU will review and prioritize as part of the Creeks Initiative planning effort. (P. 12, 2)
3. Coordinating stream restoration efforts with State and local efforts is underway. (P. 23, 6)
4. SPU can collaborate with SEATRAIN to use street design standards that use natural methods to filter street runoff. (P. 24, 2)
5. SPU will evaluate repair and re-establishment of riparian and wetland systems through development of the Thornton Creek Action Plan and prioritize actions through the Creeks Initiative planning effort. (P. 24, 4, 5)
6. Referring to permitting sports field and other activities on school grounds after hours, DOPAR already works very closely with the school district through a Joint Use agreement. The community could provide additional information as to what is not being achieved by the current agreement. (P. 25, 1)

7. SPU will include providing trails, keeping open spaces accessible, and providing educational and interpretive materials in priority drainage/creek projects, to the degree that such open space improvements are incidental to, or directly supportive of drainage purposes. (P. 26, 2,3,4)
8. Developing exercise stations is not part of **DOPAR's** current design practices - we would need to discuss this concept further with the community. (P. 25, 2)
9. **DOPAR** needs more information about the proposal to "permit and encourage time-restricted parking areas to be used for off-hours court games" including what courts the community has discussed. (P. 25, 3)
10. If the community is interested in developing special gardens on park property, **DOPAR** would work with the community to develop gardens that worked at the specific site and is appropriate for park property. (P. 25, 4)
11. The **COMPLAN** for **DOPAR** will be updated in 1999 to reflect changing conditions and neighborhood planning and will address maintenance planning. (P. 26, 1 "Assess...")

Hub Urban Village

1. Please clarify the small-lot recommendation. If the neighborhood is proposing implementing the small lot zoning immediately, a rezone will be required. If the neighborhood would like to support rezones to allow small lot single family development in the future, a policy should be developed for inclusion in the Comprehensive Plan. (Page 28, 1)
2. As part of the plan's approval and adoption, the recommendations to prohibit single-purpose residential buildings in commercial zones in the Hub Urban Village, will be implemented, according to the Planning Group's recommendations. (Page 28, 2)
3. Your Plan recommends that future zoning changes only be allowed when necessary to meet growth needs, community needs, and when adjacent properties will not be adversely affected. The City will continue to use the rezoning criteria adopted in the Land Use Code as the criteria under which rezoning are appropriate. If the neighborhood has specific recommendations about how those criteria could be improved, DCLU will consider them. (Page 28, 3)
4. In order to encourage smaller, more diverse businesses, it is possible to work with organizations which support small business start-ups and entrepreneurs. This will enable area business district organizations to promote the area and its interest in supporting the small businesses. Community Capital Development, a non-profit, is one organization that could be contacted.

The Neighborhood Business Council, through its contract with the Office for Economic Development, can also provide information regarding efforts to create a business district which supports a wide variety of small businesses. NBC can also assist the community in developing a specific theme to give an identity to the business area. The group should begin by asking 'what positive attributes/aspects do residents and the larger Seattle-area community know about the area and its business district. This will help to develop an effective marketing theme to maximize the area's competitive advantage. (Page 29, 2, 4)

Additional Activities

1. DHHS supports many of the housing recommendations. (Page 31, 1-4)
2. Using regulation to make it more difficult to combine platted parcels and limit the square footage of buildings on single-family zoned lots, will be difficult, controversial activities, which will require additional analysis. These recommendations will be considered in the long term but will not be immediately prioritized. (Page 32, 1-2)
3. There are currently some setback requirements for commercial uses adjacent to **residential** buildings. If the neighborhood can site examples of specific problems that need to be addressed, the City will be better able to address the community's concerns. (Page 32, 3)
4. The recommendation suggesting allowing affordable townhouses and **other** low-rise multifamily structures near Monorail or other transit stations outside of the urban village boundaries is most appropriate as a comprehensive plan policy. (Page 32, 5)
5. The neighborhood can use the neighborhood matching fund to develop **neighborhood**-specific design guidelines which address community concerns. (Page 33, 1-2; Page 38, 5)
6. The City tries to provide adequate notice of all meetings. Although providing at least 30 days of public notice before meetings is a good idea, it may not always be appropriate or **practical**. For example, if an emergency meeting needs to be held on a specific topic, 30 days may not be available.

Similarly, although co-hosting meetings would be a good rule of thumb, it is not **necessary** always appropriate. For example, the City Council, from time to time, holds public **hearings** in communities. These hearings are generally not appropriate as a co-hosted event. (Page 34, 4-5; Page 34, 1)

7. Other communities have used the neighborhood matching fund to develop directories of services and organizations. DHHS can assist in an advisory capacity for human services organizations. (Page 34, 4; Page 37, 5)
8. OED can work with the community to discuss an appropriate organizational structure for Lake City Development Council. Both a Development Council and an Arts Council will support community-based activities. (Page 34, 7; Page 35, 1)
9. The community is encouraged to develop a lighting plan by working with the Seattle City Light North Service Center. The City generally does not provide lighting in alleys. Light in Parks is the responsibility of the **DOPAR**. **SEATLAN** is in charge of lighting on arterials. (Page 35, 3; Page 36, 5)
10. Speed limits are currently based on engineering standards and nationally accepted criteria. However, other criteria are also used, including the presence of children, driveways or the pedestrian-orientation of an area. (Page 37, 1)
11. **DOPAR** appreciates the support of the community and is interested in expanding its teen programming. The Garfield Teen Life Center is a program recently developed by the department which we hope to replicate in other areas when the programming is established and funding is available. (Referring to the Meadowbrook Teen Center, P. 37, 2)

12. The Seattle Jobs Initiative can work with low-income individuals in Lake City who are seeking jobs. In addition,. the SJI can work with Lake City businesses who can offer jobs to Seattle residents that pay at least \$8 an hour plus benefits. (Page **37, 4**)
13. Please clarify the term ‘communication network’ on page 37. If the community is looking for a technology network, that is a very cost intensive service. (Page **37, 5**)
14. Undergrounding utilities is very expensive and generally paid for by the adjacent property owner.
15. The current electrical system’s capacity has been assessed for the capacity to accommodate projected growth. A North Substation rebuild is expected to replace two old transformers, increasing capacity in the North District’s area. At all times, capacity is expected to be more than adequate to meet demand. (Page 38.2)

If you have any questions about these preliminary responses please contact Lish **Whitson** at 233-0079 or Ann Sutphin at 684-8374 in the Strategic Planning Office. The Planning Committee’s work is due December 18.1998. This will represent the neighborhood’s final plan and matrix reflecting any changes as a result of the validation event comments or as a result of the City preliminary response. In addition, several other items and decisions will need to be made to provide all of the information necessary to forward your plan to the City Council. Please contact Dotty DeCoster from the Neighborhood Planning Office if you have questions about these additional required materials.

CC: Dotty DeCoster

**NORTH DISTRICT
NEIGHBORHOODS'
PLANNING EFFORT**
c/o LAKE CITY LITTLE CITY HALL
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NPO Project Manager

Dotty DeCoster 684-8745

November 24, 1998

The Honorable Mark Sidran
Seattle City Attorney
600 Fourth Avenue
Seattle, Washington 98104

Dear Mr. Sidran:

On behalf of the North District Neighborhoods' Planning Effort Operations Committee, a citizen advisory committee formally lawfully created through legislation enacted by the City of Seattle Council and Mayor and under the lawful direction and supervision of the city of Seattle Neighborhood Planning Office, I hereby render a formal and specific opinion, signed by you, delineating the legal implications of the "Hub Urban Village" boundary as found in the Municipal Code and Director's rules of the City of Seattle and as the City's response to the requirements of the Washington Growth Management Act of 1990 and Amendments and the subsequent City of Seattle Comprehensive Plan as amended further request that this opinion include a characterization of each and every Department as it relates to the Urban Village Boundary.

We have read the Comprehensive Plan; various city memoranda; Planning Commission's October 1, 1998, Issue Paper; and the Strategic Planning Office "Questions and Answers about Designating a Residential Urban Village or Hub Urban Village." We remain unable to answer citizen questions about the relative utility of designating a larger Urban Village or all the implications of specific boundary placement.

As the North District Neighborhoods' Planning Committee coordinates the finalization of the proposed Hub Urban Village boundary, it is important that your office promulgate a useful clarification of its meaning. Please inform City NPO Project Manager Dorothy Hays and me of your intentions pertaining to the timeline of your response.

It is intended to distribute copies of your opinion to a variety of community groups and the print press. Please respond as soon as practicable. Your time is of the essence.

Sincerely,

A.J. Skurdal, Chair

Cc: Dotty DeCoster
Kerman Kermoade
Bob Tobin

SEATTLE CITY ATTORNEY
MARK H. SIDRAN

December 9, 1998

Mr. A.J. Skurdal
Planning Committee Chair
Lake City Little City Hall
12707 30th Ave. NE
Seattle, WA. 98 125

Dear Mr. Skurdal:

City Attorney Mark Sidran has asked me to respond to your letter of November 24, 1998, in which you asked for a description of the effect of an "urban village" designation under the City's Comprehensive Plan. You state that you have been "unable to answer citizen questions about the relative utility of a larger versus smaller Urban Village or all the implications of specific boundary placement." While this letter attempts to identify some potential implications, there are several important factors which limit the ability to predict such effects.

First, it is important to realize that whether and how development occurs in the City is largely the result of private, market decisions. The City can zone land for particular uses and densities, but has little control over whether development actually occurs. For example, there are many areas of the City which have long had zoning which allows greater density than currently exists, but growth has not occurred in these areas for reasons which have little to do with zoning.

A second factor which impairs predictability is the fact that the regulatory effect of urban village designation varies significantly because the regulatory "tools" available to urban villages are largely optional to the neighborhoods. In other words, the City offers a "menu" of regulatory measures which may be implemented in urban villages, and the neighborhoods (with City Council approval) can largely pick and choose which measures they wish to apply in their urban village. Therefore the regulatory effect of urban villages may vary significantly from village to village, and until the regulatory tools are selected for each neighborhood it is necessarily hard to predict what the regulatory effect may be.

A third limitation is our inability to ascertain what additional zoning tools may be suggested by neighborhoods or citizens in the future, and adopted by future City Councils. That is another way of saying that while we can identify the menu of regulatory tools available today, we have no way of knowing how and whether future neighborhood

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proposals or Council decisions may change the effect of urban village designations. lack of predictability is not unique to urban villages, of course; it applies to any land use policy.

Having identified these limitations, let's turn to the Comprehensive Plan, which is the basis for the urban village concept. There are two principal ways in which the Plan envisions that the urban village concept will be implemented. The first method is through the City's capital investment strategy. In general, the Plan encourages the location of capital facilities in urban villages, as an incentive to development. For example, Capital Facilities Policy "C6", Transportation Goal "G7" and Transportation Policy "T55". The fact that the Plan emphasizes investment in urban villages does not mean that investment may not be made in other areas, but it reflects the City's policy that the urban village strategy needs to be considered when investment decisions are made. Whether these policies have made a difference in capital decisionmaking since the policies were adopted in 1994, I do not know. The City's Strategic Planning Office may be able to offer you an opinion on that question.

The second principal way in which the urban village concept is implemented is through the City's land use regulations, or zoning. Here, however, the second limitation described above inhibits predictability. Very few land use effects flow automatically from the urban village designation. Most potential effects depend upon whether the neighborhood elects to authorize the use of optional development tools, and the "mix" of those tools.

With respect to those zoning effects which are automatic, most persons would probably agree that there is no significant difference between being in or outside an urban village. There are some slight differences between rezoning criteria (for example, with respect to the L3 and L4 zones), and design review is somewhat more widely applied within an urban village.

The potential for differences increases with respect to the regulatory measures which are optional. For example, if a neighborhood approves of single purpose residential structures in commercial zones, the density available to such a structure is somewhat higher within an urban village than without. Similarly, if a neighborhood chooses to allow low residential Small Lot Zoning, then a variety of additional housing types may be allowed, such as "tandem" housing or "cottage" housing, which may result in smaller lots and structures than conventional zoning. Generally, if authorized by the neighborhood plan, it can be easier to rezone property to multi-family or commercial zones, than it


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accomplish such a rezone for land lying outside an urban village. (These measures are also discussed in the issue paper you have received, entitled "Questions and Answers about Designation as a Residential Urban Village or HUB Urban Village.") Because not enough time has passed, since neighborhood plans began being adopted, it is difficult to predict what effect, if any, these measures may have on development within urban villages. Nonetheless, information might be available from the City's Department of Construction and Land Use or Strategic Planning Office about the extent to which these measures have actually influenced development decisions.

I appreciate your desire to have some certainty regarding the effect of the urban village designation and choices made in the neighborhood plan. Unfortunately, based upon the information which we have today, it is difficult to predict those effects. While my office cannot serve as the committee's attorney, based on the practical background explained above, it is my personal opinion that the marginal effect of urban village policies and regulations is not significant at this time. (I suspect, however, you could find others with a different opinion.) In any event, I hope this letter provides you with additional information which will be useful.

Very truly yours,

MARK H. SIDRAN
Seattle City Attorney

By 
ROBERT D. TOBIN
Assistant City Attorney

RDT/



City of Seattle

Paul Schell, Mayor

Seattle Planning Commission

Marty Curry, Executive Director

December 9, 1998

North District Planning Committee
c/o A.J. Skurdal, Chair
3246 NE 104th Street
Seattle, WA 98125

Dear Members of the North District Planning Committee:

The Planning Commission is pleased to share its comments on the North District **Draft** Plan with you. These comments are the result of analysis by a team of Planning Commissioners which included a walking tour and presentation to the full Commission, and review by the Commission's Neighborhood Planning Committee.

The Planning Commission reviews neighborhood plans at several stages. They review preliminary recommendations when available; they review and comment to the **community** on the Draft Plan; and they make recommendations to the City Council on the **Final** Plan and Approval and Adoption Package. The Commission focuses on the areas where its response and feedback can be most effective given the diverse mix of skills and backgrounds of the Commission and its citywide perspective. Although its review is tailored to respond to the different character and context of each plan, the scope of its review includes the following five categories:

- **consistency of the plan:** consistency between the plan's stated vision and specific recommendations, its interaction with other plans, and its consistency with the Comprehensive Plan;
- **resources and responsibilities:** identification of resources-within or outside of the neighborhood-that play a role **in** implementing key recommendations and actions of the plan;
- **cumulative issues:** identification of common themes that emerge from the plan and other plans, and the identification of contributions the plan makes to citywide Comprehensive Plan goals;
- **the plan document:** how the plan reads as a clear statement of goals and priorities to guide to the community and the city in moving toward the community's vision over time; how the plan responds to opportunities and challenges that are specific or unique to the neighborhood.



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The Planning Commission commends the North District Planning Committee for its work over the past four years. It is clear that the Committee has worked diligently to involve a broad spectrum of citizens and to address a comprehensive set of issues. This is a challenging area as we saw in the walking tour, and one that has much potential for developing stronger identity in its business/commercial core as growth occurs.

The Commission makes the following comments and suggestions in the spirit of helping assure this plan has lasting value and provides clear guidance to the participants and members' of the North District community, the City, other agencies, and adjacent communities.

I. PLAN CONSISTENCY

The North District neighborhood plan appears to be consistent with the goals, policies and specific growth targets in the Comprehensive Plan. The neighborhood plan focuses on accommodating **future** growth targets for housing and employment while improving the quality of life of current and future Lake City residents. The Plan is also internally consistent, with policies and actions clearly reflecting the twelve goals. **While** the Commission is aware that there has been collaboration among planning areas in north Seattle, it is not clear in the North District Plan whether these plans are consistent with one another.

II. RESOURCES AND RESPONSIBILITIES

The North District **Draft** Neighborhood Plan is clearly organized with strategies and actions to support each of the Planning Goals. These serve to provide an excellent framework for developing more specific projects and for making decisions regarding implementation of various aspects of the plan. While the plan presents broad policy statements and general strategies and actions, in many cases these do not give specific direction as to where to focus resources (e.g. install sidewalks where absent in the **HUV**).

The matrix divides the list of twelve goals into four Key Strategies and an additional eight activities. This organization aids the reader in **understanding** how the community expects to work toward its vision of the **future**. In reviewing the plan, however, it is unclear how the Planning Goals are prioritized for the community aside from the four Key Strategies. **The Commission recommends that the community more boldly present the community's areas of priority within the remaining eight Planning Goals areas.**

The matrix developed by the neighborhood and the City further refines these policies and assigns specific priorities to each recommendation. This is the most refined system of priorities used by a neighborhood and helps to show relative values of each **specific** recommended action.

Finally, the Planning Commission commends the thorough outreach conducted by the planning committee. This has resulted in a high degree of **civic** engagement and has built a strong basis for stewarding the plan through implementation. **The Commission recommends, however, that the plan matrix identify more specifically how the community will coordinate among to implementing plan actions.**

M. SPECIFIC ISSUES

Four of the North District's Planning Goals stand out as being areas of emphasis for the community. These are the Civic Core, Open Spaces/Natural Systems, Streets, **Pedestrian** and Bicycle Ways, and Lake City Way. Our comments and recommendations focus on these four areas in particular, with comments on other elements as a secondary priority.

Civic Core

Recognizing the importance of a vibrant "downtown" to the entire Lake City Planning Area, the Planning Commission commends the North District Planning Committee for its emphasis on the **future** of this area through the Civic Core element of the plan. The Civic Core plan develops a strong vision for creating a focal point for the Lake City downtown. The proposed civic core results in a less **linear** business/services district and one that is friendly to pedestrians, merchants and residents alike. This key strategy is critical to the success of some of the other elements of the North District Plan. It is encouraging to see the City's positive response in beginning to work on some of the land acquisition proposals expressed by the community.

The Commission recommends that the community present this portion of the plan in clear and explicit terms in order to emphasize its importance. This should include a more specific description with a map and visual design concept illustrating how various elements of the Civic Core relate to one another in creating a well defined and **functional** business/services area. In addition a conceptual map would be **useful** in illustrating how the pedestrian connections tie together the civic core, the primary public facilities and new private development opportunities. **On a more strategic note, the Commission recommends that the community make suggestions regarding how community or agency resource can leverage City funds and commitments.**

Community Networks

The Community Networks section of the plan provides good principles for engaging citizens in moving forward to implement specific strategies and actions of the plan. The development of a clear implementation plan—including **strategies** how the community will organize to work with the City and other **agencies**—will be critical to the success of the North District Plan and will ensure implementation of specific actions sooner rather than later. **The Commission recommends that the community provide a more detailed description of its proposed organization for plan implementation and stewardship.**

This will be important to both the **community** and the City in clearly identifying the primary point of contact within the community for the City and others to work within implementing the plan.

Lake City Way

Planning around Lake City Way **presents** a real challenge since this key street is a state highway. While this designation offers more potential for State **funding** of improvements, these funds also are based on maintaining the street's **traffic** capacity.

The Commission supports the community's concept of focusing development of pedestrian oriented public services and retail uses away from Lake City Way while continuing to support a strong business mix along this important thoroughfare. **The Planning Commission recommends that the plan present a clearer description of the priorities for pedestrian improvements along Lake City Way, particularly around transit stops.**

Streets, Pedestrian and Bicycle Ways

The Commission supports the recommendations presented within this plan element. In particular, the graphics illustrating Livable Streets is useful in understanding the types of streets desired in the Civic Core and in residential areas. Touring Lake City provided Commissioners with a graphic demonstration of the challenges facing the neighborhood with regard to pedestrian walkways. The Commission supports the North District's desire to create a better balance between cars, pedestrians, and bicycles, and its desire to get City commitment to provide needed infrastructure improvements in key areas.

The Commission strongly recommends that the community identify exact locations of high priority needed infrastructure improvements such as sidewalks. For example, Strategy **3-A**, is a good general recommendation, but can be acted upon by the City only if the Plan identified specific blocks where **the need** is greatest. Some specific concepts are presented in the Civic Core element. These need to be **refined** and presented in this section.

Open Spaces and Natural Systems

These two sections of the plan are well-conceived and well presented. The Planning Commission commends the neighborhood for creating broad recommendations that highlight the natural features of Lake City and their value to the community while remaining realistic about the effects of growth, density and increased activity in the area. The Commission particularly supports the educational component of these elements. This is a good model that the City should support and encourage as a model for other neighborhoods.

The Commission recommends that the community continue to develop more detailed plans for the area's open spaces. It should include a map with design features of open spaces and pedestrian walkways within the Civic Core. This would greatly

enhance the planning committee's ability to communicate the importance of this element to the City and to the community. The Commission encourages consideration of making the connections among these open spaces and the civic core the highest priority for sidewalks and other infrastructure improvements.

Business and Economic Development

Maintaining and expanding a healthy business core is critical to the character and success of the Lake City business and civic core concept. The Planning Commission is impressed with the involvement and commitment of the local business **community** in local planning efforts. Also impressive are the community's efforts through surveys and individual contacts with businesses to ensure that the economic development strategies presented in the plan are consistent with the needs of area businesses.

While parking availability within the core business area is a clear priority in the plan, the strategy for providing it in a way that is consistent with pedestrian access goals is not clear. This is an issue that **is** important to local businesses, and further planning would greatly enhance this element of the plan. Strategies such as shared parking between businesses should be included in this discussion. In addition, a clearer description of pedestrian/patron uses and needs would enhance the community's ability to plan in this regard. **The Commission recommends that the plan be more specific in addressing parking needs and strategies within and around the Civic Core. The Commission also recommends that the use of the "back of lots" bordering Lake City Way as a place to add more active uses and encourage a concentration of activity that supports area businesses be more specifically explored in the plan.**

Finally, the preliminary design guidelines presented in this section of the plan make sense. **The Commission encourages the community to further develop these guidelines and illustrate the kind of development desired for this area through visual aids in the final plan**

HUB Urban Village

The Commission appreciates the inclusion of this specific section articulating the community's acceptance of the urban village designation and confirming the zoning and development policies that support the urban village concept. **As** noted in earlier sections, it will be important for the final plan and Adoption/Approval Matrix to clearly identify priority actions.

Housing Demand

This element, while short, encompasses a variety of strategies and actions to promote higher density development within the urban village and affordable housing wherever possible. However, some of the policies seem to be at odds with one another. The Commission questions Policy P-1, providing transition or buffers to single family zones by developing adjacent non-single family parcels as single family uses. Such parcels should be considered as good candidates for low density multi-family, which might be a

better transition than single family housing. This would seem to be consistent with P-2. The Commission also encourages reconsideration of P-5 which requires all multi-family units within the HUV to be part of mixed-use developments. The community should **allow** more flexibility since ground floor **commercial/retail** space is sometimes **difficult** to fill on side streets or outside of the major business/commercial core. Single purpose residential uses may be appropriate in such locations. Finally the Commission is concerned about the action in Strategy 2 that would prohibit the combination of adjacent **single** family parcels into larger parcels for any purpose. It may not be legal to exact such prohibitions on a neighborhood basis if combining parcels is allowed through City land use processes.

Design Review Guidelines

The Commission appreciates the **plan's** recognition that design review can be an effective tool in shaping development to be compatible with the character and goals of the community. The language of Coal may be too strong, however, since design review guidelines will more likely give the community significant influence-rather than **control**—over the quality, function and appearance of **future** development.

IV. THE PLAN DOCUMENT

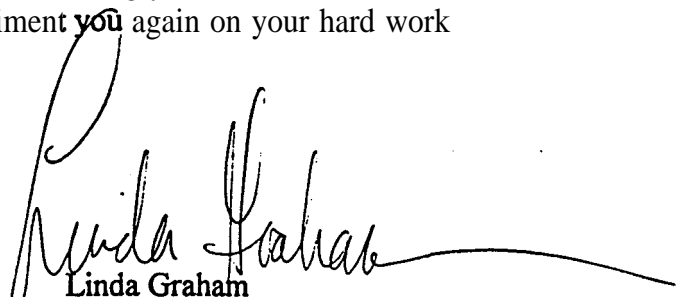
This is a very well-written and well-organized plan. Not only does the plan **convey** a clear vision for the **community**, but it is a pleasure to read. Commissioners also noted the inclusion of excellent graphics, but missed a clear and readable map for reference. Commissioners were impressed by the level of detail of the preliminary work: the research and information gathered **from** the community. This effort provided a strong and logical foundation upon which to base the recommendations throughout the plan. The narrative describing the existing conditions presents excellent statistical information that supports the vision statement and the policy recommendations.

Thank you for the opportunity to review and offer comments and suggestions on the North District Draft Plan. Please don't hesitate to contact us for clarification and further discussion on these comments. We look forward to seeing your Final Plan and the Approval and Adoption Package and we compliment **you** again on your hard work

Sincerely,



Karen Daubert, Chair
Seattle Planning Commission



Linda Graham
Neighborhood Planning Committee

City of Seattle Strategic Planning Office



Lizanne Lyons, Director
Paul Schell, Mayor

To: North District Neighborhoods' Planning Group and Interested Citizens
From: Tom Hauger, Interim Assistant Director
Date: February 8, 1999 .
Subject: Preliminary City Response to the North District Neighborhoods 2nd Draft Approval and Adoption Matrix

This memorandum provides a preliminary and incomplete City response to the North District Neighborhoods' Plan. The City's response will consist of three levels: 1) Those actions **which** the City can commit to implementing will be highlighted. 2) Those recommendations which need additional funding and prioritization before the City can begin to implement them. 3) Issues or questions arising from any North District Neighborhoods recommendations. The responses below follow the North Districts' neighborhood plan recommendations in the **matrix**. The reference to the proposed neighborhood activity is shown in parentheses.

The City supports the overall goals of the North Districts Neighborhoods' plan. Many of the recommendations are complex, interrelated recommendations that will require the coordination of many different groups and will be implemented over many years. Other recommendations are relatively independent and may be implemented as funding and/or staffing is identified.

Streets, Pedestrians & Bicycle Ways

1. Steep slopes make access to the Burke-Gilman Trail difficult between NE 105th St. and NE 145th Street. The City would like to work with the community to **find** appropriate connections. If specific locations have been identified as potential access points, **SEATRA** will assess the viability of those locations.

Improvements at 105th appear to have potential, but will require further analysis before feasibility can be affirmed. Some of the issues are: Impact on stability of slope, cost, loss of green space, access from community, etc. The recommendation also does not make it **clear** what kind of access is desired – simple staircase or full ramp to facilitate wheeled access to trail. A full ramp would eat up a lot of the slope to make it an acceptable grade. (Page 6, 1 and 2)

2. The issue about improvements to NE 105th is not classification of the street, but what kind improvements would enhance bicycle and pedestrian use. The first problem is that there are major gaps in NE 105th – west from Fischer Place to Lake City Way, and from Lake City to NE 105th. Each of these involves a significant elevation change, and would require a structure meeting ADA specifications if the goal is to complete non-motorized access. This

would be very expensive. At this point **SEATRAN** is not even sure if space exists for landings, especially at the west side of Lake City Way where NE 105th Street begins again. There is also a substantial grade change on NE 105th Street where it splits from NE 104th and heads up to Sand Point Way, and then several steep blocks down to the Burke-Gilman Trail. Even if the improvements were made west of Fischer Place to re-connect NE 105th, access to the Burke-Gilman Trail for bicyclists will never be that attractive because of the steep hills east of NE 104th. From a pedestrian standpoint, the main problem is a lack of sidewalks or walkways. (Page 6, 3)

3. The City tries to separate pedestrian and bicycle ways from vehicular **traffic** and parking and improve the distinction between pedestrian spaces and vehicular space whenever possible.

When possible, **SEATRAN** tries to identify non-arterial routes for bicyclists. The North District's Neighborhoods currently have a good mix of arterial and non-arterial routes. However, the fact that many residential streets are discontinuous due to the topography means the use of arterial streets for through bike routes is unavoidable. In addition, **non-arterials** generally do not have signalized crossings at major arterials, limiting their usefulness as through routes. **SEATRAN** will continue to look for opportunities to stripe bike lanes on arterial streets. Lane markings – whether bike lanes or ordinary traffic lanes – are only in very rare circumstances painted on non-arterial streets. (Page 6, 4; Page 7, 3)

4. The City has reviewed a 1998 Neighborhood Street Fund (NSF) proposal for a proposed drive-by postal drop at 120th and 30th Avenue NE. **SEATRAN** supports the concept of a drive-by postal drop and has agreed to a westbound drive through which could be designed to accommodate two vehicles at a time. An eastbound drive through on the north side of the street will not work. The next step is to identify funding for design and construction. (Page 7, 2)
5. The proposed Key Pedestrian Streets along NE 130th Street and 30th and 33rd Avenues NE will be designated. The next step in implementing the recommended improvements is to develop a vision for future improvements and begin preliminary engineering designs. SPU will evaluate this section of 30th NE for spot drainage improvements. A 60" storm drain and detention basin has been installed along 33rd Ave. NE between 123rd and 130th. (Page 7, 4 and 5)
6. Work has been done to propose additional sidewalk and drainage options to be included in the Street Design Manual. **SEATRAN**, however, has not yet been funded to revise the Street Design Manual. This is an issue for Council. SPU has agreed to consult with **SEATRAN** in developing additional options related to environmental concerns recommended in your Plan. (Page 8, 2)
7. It is not clear what a "Pedestrian/Bicycle Residential Street!" designation would bring to the menu of street designations. Please be more specific about how the neighborhood envisions this designation being used. A description of how the Pedestrian/Bicycle Residential Street would differ from other designations, such as Urban Trails, Green Streets or inclusion on the City's bicycle map. (Page 8, 3)
8. **SEATRAN's** Street Use division will work with the community on the siting of directional signs to community resources. The Neighborhood Matching Fund has been used for similar

activities in other neighborhoods. There is currently a community wayfinding program underway in Downtown Seattle. Information from that project may be useful in designing and siting signs that are helpful and do not contribute to visual clutter. (Page 8, 4)

9. It is not clear what the Neighborhoods are asking for when they say: "Extend the process for neighborhood decision-making and review in evaluating the types of **traffic** calming and pedestrian safety improvements proposed for local neighborhoods." Are you looking for additional notice of improvements, expanded petition areas when improvements are proposed, or future work with **SEATLAN** on neighborhood-wide **traffic calming** projects, discussed elsewhere? It is clear that **SEATLAN** does not have staffing to support extensions of their work with neighborhoods, so perhaps this is an issue for City Council. (Page 9, 4)
10. City departments will make sure that the street classifications map and other City maps are up to date citywide and reflect current street designations and redeveloped street segments. (Page 10, 1 and 2)
11. More information about specific problems along 145th will be needed before **SEATLAN** is able to make improvements. (Page 10, 3)
12. The installation of two-way left turn lanes where appropriate is **SEATLAN's** current practice. (Page 10, 4)
13. The Neighborhood Street Fund is a good source of funding for **traffic** calming 'gateways.' The community should identify specific appropriate locations. (Page 10, 5)
14. **SEATLAN** needs to see the neighborhood bicycle plan before they can respond to recommendations for striped bikeways. Their standard practice is to look for opportunities for bike lanes on arterial streets. (Page 11, 2)
15. The installation of bicycle ramps along stairs seems appropriate as public stairs are built and existing stairs are reconstructed. **SEATLAN** will explore making this a policy addition to developing stairways. Experience in other places suggests that bicyclists do not **necessarily** prefer these ramps – it has been said that it can be hard to control the bicycle when going down the stairway. Nevertheless, **SEATLAN** will evaluate this option if new stairways are planned. Retrofitting older stairways may be difficult and costly and will have to be looked at on a case-by-case basis. (Page 11, 4)
16. The City supports the inclusion of bicycle facilities at transit stops. This recommendation will be forwarded to Metro, Sound Transit and the Elevated Transit Company. (Page 11, 5)
17. **SEATLAN** and SPO will bring the North District Neighborhoods' bus recommendations to Metro and work with them when appropriate. (Page 12, 1-5)
18. The Lake City Multi-modal process is the most appropriate venue for exploring restricted turn lanes at intersections and center aisle turn lane improvements **along Lake City Way**. The City and County have contributed funding for pedestrian and transit improvements which are to begin shortly. The State has not yet found funding for their section of the project, which would include speed and safety improvements. (Page 12, 6; Page 13, 1-2)
19. Pedestrian improvements along Lake City Way will be considered as part of the Lake City Way Multi-Modal project, to begin shortly.

20. **SEATTRAN** will look at making changes to the left-turning signal at Erickson Place. (Page 13, 4)
21. Lake City Way is on the Seattle Bicycling Guide Map only between 137th and 145th. This section of the bike route provides important connections to areas north of Seattle. Lake City Way between 137th and 145th Streets is on the bicycling guide map because this is the only location where there is a signalized crossing of NE 145th. It is also a section of Lake City Way that has lower motor vehicle volumes than areas along Lake City Way south of 137th. In addition, Lake City Way becomes Bothell Way, which has a shoulder and is a major Ring County bike route that links up with the Burke-Gilman Trail. Lake City Way is simply the best available link to the County as unfortunately there is not good alternative route. However, if alternative routes that provide the same connections can be identified, **SEATTRAN** will consider removing Lake City Way from the map. (Page 14, 3)
22. If property acquisition emerges as a possible drainage/flooding solution, property acquisition to improve fish passage will be evaluated against other solutions, taking into consideration various cooperative approaches to managing habitat. (Page 15, 1)
23. Please identify specific concerns at Lake City Way/Northgate Way and 24th Avenue NE. WSDOT has been contacted about this location and are aware of some concerns. (Page 15, 2)
24. Fish passage improvements are being installed in culverts at 100th and 120th under Lake City Way. The culvert at 1 30th St is in good condition and there are no plans for a project at that location. (Page 15, 6)

Civic Core Public Facilities

1. The City's Executive Services Department has been working with the Planning Group to develop City development alternatives in the spirit of the Civic Core proposal. Since the Library Bond Issue is now a reality, plans to expand the Lake City Library, construct additional space for the Lake City Little City Hall (and potentially future Library expansion), develop parking for these facilities and the Lake City Community Center, and redevelop Davis Park to include a plaza and more active recreational opportunities are underway. E.S.D. has been exploring potential property acquisition on the block that includes the Lake City Library and Community Center. The current goal is to try to obtain property control on one or more of the several lots at the north end of the block. Actual design of the Lake City Library extension, including the Little City Hall space, will be conducted through a Seattle Public Library design process in conjunction with the Department of Parks and Recreation (**DOPAR**) and local groups and citizens. We anticipate that design work will begin next year. Acquisition of additional property will depend upon raising additional funds. We anticipate that the Mayor and City Council will be seeking additional funds to support Neighborhood Planning projects during the next year and that property acquisition to support Phase I of the Civic Core project could be eligible for these funds.
2. Renovation or building of a new Fire Station (#39) is on the City's agenda. The decision about when and how to do this will be made next year after the City has completed a citywide review of Fire facilities and response times.

3. The City-owned parking area west of the Fire Station will be used for short-term public parking and construction staging during the next few years. Once construction has been completed on the block including the Library and Community Center, and the Fire Station has been rebuilt or restored, the City may consider surplusing this property.
4. We recommend that the Neighborhood Planning group consider developing a concept plan for the potential Green Street proposed along 28th NE as a part of the design work for the Library extension. It might be appropriate to extend this concept plan to include the segment of 127th between 30th and 28th. It is helpful to the City to know precisely what you would like to have happen. Neighborhood Matching Funds could be used to support developing a concept plan.
5. 127th between Lake City Way and 28th drainage for sidewalks. SPU provided the drainage work in conjunction with SEATLAN improvements, and will do the same if they extend sidewalks.8U

Early Implementation Funds

City Council has made \$50,000 available to Neighborhood Planning groups as a “down payment on implementation of their plans. The North Neighborhoods Planning Effort has proposed that this funding be made available to assist the City in gaining options on property in the block where the Lake City Library and Community Center are located to facilitate speedy work to provide for the Civic Core proposal. The City has been asked to review actual spending of the funds with the Planning Committee. (The City does not have allocated funds to pursue options this time and would have to wait for such an allocation which might prevent timely work to move forward with the Civic Core proposal.) The City is already exploring options and, if this use of Early Implementation Funds is validated, will proceed and report to the Planning Committee.

Natural Systems and Open Space

1. Evaluating natural systems conditions and identifying mitigation to address deficiencies is being accomplished through developing the Thornton Creek Action Plan. (P. 12, 2)
2. No current funding is allocated to create and implement education/stewardship programs. SPU will review and prioritize as part of the Creeks Initiative planning effort. (P. 12, 2)
3. Coordinating stream restoration efforts with State and local efforts is underway. (P. 23, 6)
4. SPU can collaborate with SEATLAN to use street design standards that use natural methods to filter street runoff. (P. 24, 2)
5. SPU will evaluate repair and re-establishment of riparian and wetland systems through development of the Thornton Creek Action Plan and prioritize actions through the Creeks Initiative planning effort. (P. 24, 4, 5)
6. Referring to permitting sports field and other activities on school grounds after hours, DOPAR already works very closely with the school district through a Joint Use agreement. The community could provide additional information as to what is not being achieved by the current agreement. (P. 25,1)

7. SPU will include providing trails, keeping open spaces accessible, and providing educational and interpretive materials in priority drainage/creek projects, to the degree that such open space improvements are incidental to, or directly supportive of drainage purposes. (P. 26, 2,3,4)
8. Developing exercise stations is not part of **DOPAR's** current design practices - we would need to discuss this concept further with the community. (P. 25, 2)
9. **DOPAR** needs more information about the proposal to "permit and encourage time-restricted parking areas to be used for off-hours court games" including what courts the community has discussed. (P. 25, 3)
10. If the community is interested in developing special gardens on park property, **DOPAR** would work with the community to develop gardens that worked at the specific site and is appropriate for park property. (P. 25, 4)
11. The COMPLAN for **DOPAR** will be updated in 1999 to reflect changing conditions and neighborhood planning and will address maintenance planning. (P. 26, 1 "Assess...")

Hub Urban Village

1. Please clarify the small-lot recommendation. If the neighborhood is proposing implementing the small lot zoning immediately, a rezone will be required. If the neighborhood would like to support rezones to allow small lot single family development in the future, a policy should be developed for inclusion in the Comprehensive Plan. (Page 28,1)
2. As part of the plan's approval and adoption, the recommendations to prohibit single-purpose residential buildings in commercial zones in the Hub Urban Village, will be implemented, according to the Planning Group's recommendations. (Page 28, 2)
3. Your Plan recommends that future zoning changes only be allowed when necessary to meet growth needs, community needs, and when adjacent properties will not be adversely affected. The City will continue to use the rezoning criteria adopted in the Land Use Code as the criteria under which rezoning are appropriate. If the neighborhood has specific recommendations about how those criteria could be improved, DCLU will consider them. (Page 28, 3)
4. In order to encourage smaller, more diverse businesses, it is possible to work with organizations which support small business start-ups and entrepreneurs. This will enable area business district organizations to promote the area and its interest in supporting the small businesses. Community Capital Development, a non-profit, is one organization that could be contacted.

The Neighborhood Business Council, through its contract with the **Office** for Economic Development, can also provide information regarding efforts to create a business district which supports a wide variety of small businesses. NBC can also assist the community in developing a specific theme to give an identity to the business area. The group should begin by asking what positive attributes/aspects do residents and the larger Seattle-area community know about the area and its business district. This will help to develop an effective marketing theme to maximize the area's competitive advantage. (Page 29, 2, 4)

Additional Activities

1. DHHS supports many of the housing recommendations. (Page 31, 1-4)
2. Using regulation to make it more difficult to combine platted parcels and limit the square footage of buildings on single-family zoned lots, **will** be difficult, controversial activities, which will require additional analysis. These recommendations will be considered in the long term but will not be immediately prioritized. (Page 32, 1-2)
3. There are currently some setback requirements for commercial uses adjacent to residential buildings. If the neighborhood can site examples of specific problems that need to be addressed, the City will be better able to address the community's concerns. (Page 32, 3)
4. The recommendation suggesting allowing affordable townhouses and other low-rise multifamily structures near Monorail or other transit stations outside of the urban village boundaries is most appropriate as a comprehensive plan policy. (Page 32, 5)
5. The neighborhood can use the neighborhood matching fund to develop **neighborhood-specific** design guidelines which address community concerns. (Page 33, 1-2; Page 38, 5)
6. The City tries to provide adequate notice of all meetings. Although providing at least 30 d of public notice before meetings is a good idea, it may not always be appropriate or **practic** For example, if an emergency meeting needs to be held on a specific topic, 30 days may not be available.

Similarly, although co-hosting meetings would be a good rule of thumb, it is not **necessari** always appropriate. For example, the City Council, from time to time, holds public **hearings** in communities. These hearings are generally not appropriate as a co-hosted event. (Page 4-5; Page 34, 1)

7. Other communities have used the neighborhood matching fund to develop directories of services and organizations. DHHS can assist in an advisory capacity for human services organizations. (Page 34, 4; Page 37, 5)
8. OED can work with the community to discuss an appropriate organizational structure for a Lake City Development Council. Both a Development Council and an Arts Council will be community-based activities. (Page 34, 7; Page 35, 1)
9. The community is encouraged to develop a lighting plan by working with the Seattle City Light North Service Center. The City generally does not provide lighting in alleys. Lighting in Parks is the responsibility of the **DOPAR**. **SEATRA**N is in charge of lighting on arterial (Page 35, 3; Page 36, 5)
10. Speed limits are currently based on engineering standards and nationally accepted criteria. However, other criteria are also used, including the presence of children, driveways or the pedestrian-orientation of an area. (Page 37, 1)
11. **DOPAR** appreciates the support of the community and is interested in expanding its teen programming. The Garfield Teen Life Center is a program recently developed by the department which we hope to replicate in other areas when the programming is established and funding is available. (Referring to the Meadowbrook Teen Center, P. 37, 2)

12. The Seattle Jobs Initiative can work with low-income individuals in Lake City who are seeking jobs. In addition, the SJI can work with Lake City businesses who can offer jobs to Seattle residents that pay at least \$8 an hour plus benefits. (Page 37, 4)
13. Please clarify the term 'communication network' on page 37. If the community is looking for a technology network, that is a very cost intensive service. (Page 37, 5)
14. Undergrounding utilities is very expensive and generally paid for by the adjacent property owner.
15. The current electrical system's capacity has been assessed for the capacity to accommodate projected growth. A North Substation rebuild is expected to replace two old transformers, increasing capacity in the North District's area. At all times, capacity is expected to be more than adequate to meet demand. (Page 38, 2)

If you have any questions about these preliminary responses please contact Lish **Whitson** at 233-0079 or Ann Sutphin at 684-8374 in the Strategic Planning Office. The Planning Committee's work is due December **18, 1998**. This will represent the neighborhood's final plan and matrix reflecting any changes as a result of the validation event comments or as a result of the City preliminary response. In addition, several other items and decisions will need to be made to provide all of the information necessary to forward your plan to the City Council. Please contact Dotty DeCoster from the Neighborhood Planning Office if you have questions about these additional required materials.

CC: Dotty DeCoster